Claims

[c1] 1. A mobile scaffold comprising:

a first frame vertically elongated between first and second ends;

a first caster including a first caster housing rotatably coupled to the frame adjacent the first end and a first wheel rotatably coupled to the caster housing; and

a brake assembly connected to the frame and including a first shiftable brake stop,

said stop being shiftable into and out of a braking position,

wherein the stop engages the wheel,

said brake assembly being spaced from the caster housing when the stop is in the braking position.

[c2] 2. The mobile scaffold as claimed in claim 1,

said brake assembly further including a brake housing adjustably connected to the frame and shiftably coupled to the stop.

[c3] 3. The mobile scaffold as claimed in claim 2,

at least a portion of said brake housing being telescopingly interconnected with the frame.

[c4] 4. The mobile scaffold as claimed in claim 1,

said brake assembly further including an actuator in communication with the stop,

said actuator being configured to cause the stop to shift into and out of the braking position.

[c5] 5. The mobile scaffold as claimed in claim 4,
said actuator including a shiftable handle substantially spaced from the stop,
said brake housing including spaced upper and lower support members,
said handle being shiftably coupled to the upper support member,
said stop being shiftably coupled to the lower support member.

[c6] 6. The mobile scaffold as claimed in claim 5,
said upper and lower support members each being removably coupled to the frame,
said upper and lower support members each being independently adjustable such that the brake stop and handle are separately adjustable relative to the frame.

[c7] 7. The mobile scaffold as claimed in claim 4,
said actuator including an L-shaped lever pivotally coupled relative to the stop and configured to shift the stop into and out of the braking position.

[c8] 8. The mobile scaffold as claimed in claim 5,
said actuator further including a connection element interconnecting the handle and brake stop.

[c9] 9. The mobile scaffold as claimed in claim 8,
said connection element including a first cable.

[c10] 10. The mobile scaffold as claimed in claim 8,
said connection element including a plunger.

[c11] 11. The mobile scaffold as claimed in claim 1,
said stop including a sleeve telescopically intercoupled with the frame.

[c12] 12. The mobile scaffold as claimed in claim 11,
said stop including a plurality of rollers configured to present a rolling engagement between the sleeve and frame.

[c13] 13. The mobile scaffold as claimed in claim 1,
said stop being biased into the braking position.

[c14] 14. The mobile scaffold as claimed in claim 1; and
a second caster including a second caster housing rotatably coupled to the frame adjacent the lower end and a second wheel rotatably coupled to the second caster housing,
said brake assembly including a second shiftable brake stop,
said second stop being shiftable relative to the second caster into and out of a braking position, wherein the second stop engages the second wheel and the brake assembly is spaced from the second caster housing.

[c15] 15. The mobile scaffold as claimed in claim 14,
said brake assembly including a handle, and first and second cables interconnecting the first and second stops to the handle.

[c16] 16. The mobile scaffold as claimed in claim 14,
said braking assembly including a handle, a linkage subassembly intercommunicating the first and second stops, and a plunger coupled between the handle and the linkage subassembly,
said handle, linkage subassembly, and plunger cooperating to simultaneously shift the first and second stops into their respective braking positions.

[c17] 17. The mobile scaffold as claimed in claim 16,
said linkage subassembly including a first bar pivotally coupled to the plunger and a second bar pivotally coupled to the first bar and pivotally coupled to one of said first and second stops.

[c18] 18. The mobile scaffold as claimed in claim 1,
said frame including a horizontal platform spaced between the first and second ends and operable to support a worker above the first end,
said brake assembly including a handle vertically positioned between the platform and second end, and configured to cause the stop to shift into and out of the braking position.

[c19] 19. The mobile scaffold as claimed in claim 1,
said brake stop including an endless wall,
said wall encircling at least a portion of the caster housing when in the braking position,
said wall presenting a lower surface that engages the wheel when in the braking position.

[c20] 20. The mobile scaffold as claimed in claim 1;
a second caster including a second caster housing rotatably coupled to the second frame adjacent the first end and a second wheel rotatably coupled to the second caster housing; and
a second brake assembly fixed to the frame, and including a second shiftable brake stop,
said second stop being shiftable into and out of a braking position, wherein the second stop engages the second wheel and the second brake assembly is spaced from the second caster housing.

[c21] 21. A mobile housing comprising:
a first frame vertically elongated between first and second ends;
a first caster including a first caster housing rotatably coupled to the frame adjacent the first end and a first wheel rotatably coupled to the caster housing; and
a brake assembly connected to the frame,
said brake assembly including a first brake stop presenting an enclosed wall defining an inner chamber,
said stop being shiftable into and out of a braking position,
wherein the stop engages the wheel and at least a portion of the caster housing is received within the inner chamber and spaced from the wall.

[c22] 22. The mobile scaffold as claimed in claim 21,
said wall presenting a lower engaging surface,

said wall being shiftable into and out of the braking position, wherein the lower engaging surface engages the wheel.

[c23] 23. The mobile scaffold as claimed in claim 22, said wall being endless, so as to encircle said at least a portion of the caster housing in the braking position.

[c24] 24. The mobile scaffold as claimed in claim 23, said wall being cylindrical.

[c25] 25. The mobile scaffold as claimed in claim 21, said stop being biased into the braking position.

[c26] 26. The mobile scaffold as claimed in claim 21, said stop including a sleeve telescopically intercoupled with the frame.

[c27] 27. The mobile scaffold as claimed in claim 26, said stop including a plurality of rollers configured to present a rolling engagement between the sleeve and frame.

[c28] 28. The mobile scaffold as claimed in claim 21, said brake assembly further including a brake housing adjustably connected to the frame and shiftably coupled to the brake stop.

[c29] 29. The mobile scaffold as claimed in claim 28, at least a portion of said brake housing being telescopingly interconnected with the frame.

[c30] 30. The mobile scaffold as claimed in claim 21,

said brake assembly further including an actuator in communication with the stop,

said actuator being configured to cause the stop to shift into and out of the braking position.

[c31] 31. The mobile scaffold as claimed in claim 30,

said actuator including a shiftable handle spaced from the stop,

said brake assembly including a housing connected to the frame,

said housing including spaced upper and lower support members,

said handle being pivotally coupled to the upper support member,

said stop being shiftably coupled to the lower support member.

[c32] 32. The mobile scaffold as claimed in claim 31,

said upper and lower support members each being removably connected to the frame,

said upper and lower support members being independently adjustable such that the stop and handle are separately adjustable relative to the frame.

[c33] 33. The mobile scaffold as claimed in claim 30,

said actuator including a pivotal L-shaped lever pivotally coupled to the stop and configured to shift the stop into and out of the braking position.

[c34] 34. The mobile scaffold as claimed in claim 30,

said actuator including a shiftable handle substantially spaced from the stop,

said actuator further including a first cable interconnecting the handle and stop.

[c35] 35. The mobile scaffold as claimed in claim 30,

said actuator including a shiftable handle substantially spaced from the stop,

said actuator further including a plunger intercommunicating the handle and stop.

[c36] 36. The mobile scaffold as claimed in claim 21; and

a second caster including a second caster housing rotatably coupled to the frame adjacent the lower end and a second wheel rotatably coupled to the second caster housing,

said brake assembly including a second brake stop presenting an additional enclosed wall defining an additional open inner chamber,

said second stop being shiftable into and out of a braking position, wherein the second stop engages the second wheel and at least a portion of the second caster housing is received within the additional inner chamber and spaced from the additional wall.

[c37] 37. The mobile scaffold as claimed in claim 36,

said brake assembly including a handle and first and second cables interconnecting the first and second stops to the handle.

[c38] 38. The mobile scaffold as claimed in claim 36,
said braking assembly including a handle, a linkage subassembly intercommunicating the first and second stops, and a plunger coupled between the handle and the linkage subassembly,
said handle, linkage subassembly, and plunger cooperating to simultaneously shift the first and second stops into their respective braking positions.

[c39] 39. The mobile scaffold as claimed in claim 38,
said linkage subassembly including a first bar pivotally coupled to the plunger and a second bar pivotally coupled to the first bar and pivotally coupled to one of said first and second stops.

[c40] 40. The mobile scaffold as claimed in claim 21,
said frame including a horizontal platform spaced between the first and second ends and operable to support a worker above the first end,
said brake assembly including a handle vertically positioned between the platform and second end, and configured to cause the stop to shift into and out of the braking position.

[c41] 41. The mobile scaffold as claimed in claim 21;
a second caster including a second caster housing rotatably coupled to the frame adjacent the lower end and a second wheel rotatably coupled to the second caster housing; and
a second brake assembly connected to the frame, and including a second shiftable brake stop presenting an additional enclosed

wall defining an additional open inner chamber,
said second stop being shiftable into and out of a braking position, wherein the second stop engages the second wheel and at least a portion of the second caster housing is received within the additional inner space and spaced from the additional wall.

[c42] 42. A mobile scaffold comprising:
a frame vertically elongated between first and second ends;
a wheel coupled to the frame adjacent the first end, and rotatable about a central wheel axis and an upright axis, wherein said upright axis is substantially transverse to the central wheel axis; and
a brake assembly fixed to the frame, and including a shiftable brake stop,
said stop being shiftable into and out of a braking position, wherein the stop engages the wheel so that the wheel is generally prevented from rotating about the central wheel and upright axes.

[c43] 43. The mobile scaffold as claimed in claim 42,
said axes being orthogonally intersecting.

[c44] 44. The mobile scaffold as claimed in claim 42,
said stop being biased into the braking position.

[c45] 45. The mobile scaffold as claimed in claim 42,

said stop including a sleeve telescopically intercoupled with the frame.

[c46] 46. The mobile scaffold as claimed in claim 42,
said stop including a plurality of rollers configured to present a rolling engagement between the stop and frame.

[c47] 47. The mobile scaffold as claimed in claim 42,
said brake assembly further including an adjustable housing shiftably connected to the frame and coupled to the brake stop.

[c48] 48. The mobile scaffold as claimed in claim 47,
at least a portion of said housing being telescopingly interconnected with the frame.

[c49] 49. The mobile scaffold as claimed in claim 42,
said brake assembly further including an actuator spaced from and in communication with the stop,
said actuator being configured to cause the stop to shift into and out of the braking position.

[c50] 50. The mobile scaffold as claimed in claim 49,
said actuator including a shiftable handle substantially spaced from the stop,
said braking assembly including a housing connected to the frame,
said housing including an upper support member further connected to the handle and an first lower support member

further connected to the stop.

[c51] 51. The mobile scaffold as claimed in claim 50,
said upper and lower support members being adjustable, such that the brake stop and handle are separately adjustable relative to the frame.

[c52] 52. The mobile scaffold as claimed in claim 50,
said handle including a pivotal L-shaped lever pivotally coupled to the stop and configured to shift the stop into and out of the braking position.

[c53] 53. The mobile scaffold as claimed in claim 49,
said actuator further including a handle and a first cable interconnecting the handle and stop.

[c54] 54. The mobile scaffold as claimed in claim 49,
said actuator further including a handle and a plunger interconnecting the handle and stop.

[c55] 55. The mobile scaffold as claimed in claim 42; and
a second wheel coupled to the frame adjacent the first end, and rotatable about a second central wheel axis and a second upright axis, wherein said second upright axis is substantially transverse to the second central wheel axis,
said brake assembly including a second shiftable brake stop,
said second stop being shiftable into and out of a braking position, wherein the second stop engages the second wheel so

that the second wheel is generally prevented from rotating about the second central wheel and second upright axes.

[c56] 56. The mobile scaffold as claimed in claim 55,
said brake assembly further including an actuator in communication with said first and second stops,
said actuator being configured to cause the stops to shift into and out of the braking position.

[c57] 57. The mobile scaffold as claimed in claim 56,
said actuator including a handle, and first and second cables interconnecting the first and second stops to the handle, such that the first and second stops are concurrently shiftable by the handle.

[c58] 58. The mobile scaffold as claimed in claim 55,
said braking assembly including a handle, a linkage subassembly intercommunicating the first and second stops, and a plunger coupled between the handle and the linkage subassembly,
said handle, linkage subassembly, and plunger cooperating to simultaneously shift the first and second stops into their respective braking positions.

[c59] 59. The mobile scaffold as claimed in claim 58,
said linkage subassembly including a first bar pivotally coupled to the plunger and a second bar pivotally coupled to the first bar and pivotally coupled to one of said first and second stops.

[c60] 60. The mobile scaffold as claimed in claim 42,
said frame including a horizontal platform spaced between the first and second ends and operable to support a worker above the first end,
said brake assembly including a handle vertically positioned between the platform and second end, and configured to shift the stop into and out of the braking position.

[c61] 61. The mobile scaffold as claimed in claim 42;
a second wheel coupled to the frame adjacent the first end, and rotatable about a second central wheel axis and a second upright axis, wherein said second upright axis is substantially transverse to the second central wheel axis; and
a second shiftable brake assembly fixed to the frame, and configured to engage the second wheel so as to prevent the second wheel from rotating about the central wheel and upright axes.

[c62] 62. A brake assembly for use with a mobile scaffold having a frame presenting upper and lower ends, and first and second wheels coupled to the frame near the lower end, wherein said wheels are each rotatable about a first axis and a second axis that is substantially transverse to the first axis, said brake assembly comprising:
a housing connectable to the frame;
a first shiftable brake stop coupled to the housing; and

an actuator configured to cause the stop to shift into and out of a braking position, wherein the stop engages the first wheel and prevents the first wheel from rotating about said first and second axes.

[c63] 63. The brake assembly as claimed in claim 62,
said stop including an endless wall presenting a serrated lower surface.

[c64] 64. The brake assembly as claimed in claim 62,
said actuator including a biasing element operable to bias said stop into the braking position.

[c65] 65. The brake assembly as claimed in claim 64,
said biasing element including a pneumatic cylinder.

[c66] 66. The brake assembly as claimed in claim 62,
said housing being removably and adjustably coupled to the frame.

[c67] 67. The brake assembly as claimed in claim 62,
said actuator including a shiftable handle substantially spaced from the stop,
said housing including an upper support member connected to the handle and connectable to the frame, and a first lower support member connected to the stop and connectable to the frame.

[c68] 68. The brake assembly as claimed in claim 67, said upper and lower support members each being adjustably connectable to the frame, such that the brake stop and handle are separately adjustable relative to the frame.

[c69] 69. The brake assembly as claimed in claim 67, said handle including a pivotal L-shaped lever pivotally coupled to the stop and configured to shift the stop into and out of the braking position.

[c70] 70. The brake assembly as claimed in claim 67, said actuator further including a first cable interconnecting the handle and first stop.

[c71] 71. The brake assembly as claimed in claim 67, said actuator further including a plunger interconnecting the handle and first stop.

[c72] 72. The brake assembly as claimed in claim 62; and a second shiftable brake stop fixedly connected to the housing, said actuator being configured to cause the second stop to shift into and out of a braking position, wherein the second stop engages the second wheel and prevents the second wheel from rotating about said first and second axes.

[c73] 73. The braking assembly as claimed in claim 72, said actuator including a shiftable handle substantially spaced from the stop, and first and second cables interconnecting the

first and second stops to the handle.

[c74] 74. The braking assembly as claimed in claim 72, said actuator including a handle, a linkage subassembly intercommunicating the first and second stops, and a plunger coupled between the handle and the linkage subassembly, said handle, linkage subassembly, and plunger cooperating to simultaneously shift the first and second stops into their respective braking positions.

[c75] 75. The braking assembly as claimed in claim 74, said linkage subassembly including a first bar pivotally coupled to the plunger and a second bar pivotally coupled to the first bar and pivotally coupled to one of said first and second stops.